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SEVENPENCE.

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SUPREME COMMANDER-IN-CHIEF OF THE FRENCH ARMIES IN THE FIELD ON THE WESTERN FRONT: GENERAL PÉTAINE.

General Pétain has been in supreme command of the French Armies on the Western Front, from Artois to the Swiss frontier, since May 17. He was then appointed by the Council of Ministers, at the instance of M. Painlevé, the Minister of War, to replace General Nivelle as "Commander-in-Chief of the French Armies of the North and North-East." Immediately before that, General Pétain had been Chief of the General Headquarters Staff at the Ministry of War, in which post General Foch has succeeded him. General Pétain's present post is exactly that which Marshal Joffre held during the earlier

period of the war, before the Marshal was appointed to the supreme Command of All the French Armies in Europe, on relief from which he became Military Adviser to the War Committee. General Pétain was a regimental commander at the Battle of the Marne, where his superior qualities of leadership attracted universal attention, and he was rapidly advanced to full General's rank, in which capacity he carried through the brilliantly successful "knock-out" operations that finally saved Verdun. No soldier in all France is more trusted and personally popular with officers and men alike.

PHOTOGRAPH BY MELCY.



By G. K. CHESTERTON.

THE art and architecture of the Germans in recent years have, perhaps, chiefly consisted of turning comparatively commonplace homes into highly romantic ruins. A tame and trivial villa, hitherto only associated with the daily departure of a clerk after breakfast, will henceforth be a most suitable scene for the meditation of a poet by moonlight. But this magic touch of a mellowing and softening culture will not, after all, be the only aesthetic innovation, even of the Germans, in the present war. They have constructed, by all accounts, something like a system of subterranean cities, marked, even in comparison with our own, with all the elaborations of science, and even many of the appointments of luxury. The very exclusive aristocracy of Prussian officers have evidently managed, to some extent, to be exclusive in the middle of a battle. One could almost imagine a gentleman thus established on some comparatively quiet part of the line as developing quite a territorial attachment to the territory, and talking about his little place at the Front. An aristocrat will often thus insensibly turn what was originally a *pied à terre* into his principal country seat. One of our own more far-seeing and constructive pawnbrokers, having made his money and unmade his name, will often learn to love his little shooting-box in the glens of Argyllshire more even than his ancient and ancestral home in the woodlands of Sussex. So a Prussian officer might come to be quite proud of his well-appointed house in the trenches; especially as this also might be described, not incorrectly, as a shooting-box. And it is plain enough, from some of their own letters and diaries, that more than one Prussian officer originally regarded Frenchmen and Flemings in every sense as a kind of game; and would shoot peasants almost as if they were pheasants.

But, however much we may understand this sentiment, there is a point of its application at which misunderstandings would arise. Suppose our French allies, or ourselves, had just been complaining that the Germans had damaged Rheims Cathedral. And suppose the Germans retorted that we ourselves had undoubtedly damaged a peculiarly magnificent and well-managed dug-out, in which the Army took no little pride, and to which the officers inhabiting it were by this time fully accustomed, and even personally attached. We should detect here, I think, a certain confusion or cross-purpose which hampered the controversy. It could be most shortly expressed by saying that such a German controversialist did not appear to understand what was meant by a church. We should have to explain to him, not without difficulty, that there had inhered in our historic tradition the idea of a certain sort of building which, though possibly inferior to a dug-out in the details of mechanism, and even of comfort, was, by its nature, outside the normal operations of war, whereas a dug-out was by its nature a part of the operations of war. Whether we should succeed in explaining it must always be doubtful; for there is no cheaper and yet no more unchangeable type of intellectual pride than that which is proud of not seeing the difference between two different things. For some strange reason it is now always thought liberal to lump everything together; to say we can see no difference between a man and a woman, or between a Christian and a Jew, or between a peasant and a serf, or between a weapon and an instrument of torture. The

universal theologian is he who says that all contradictory theologies are the same; just as if the universal astronomer were too short-sighted to know the sun from the moon, or the universal geologist were too universal to see any difference between chalk and cheese. Anyhow, the Germans have a lot of that sort of liberalism; it is at present the most prominent and promising type of German liberalism. The point here is that the Prussian would quite probably continue to think his retort effective and his parallel complete.

Or, again, take another example: the German Emperor is said to possess several uniforms marked by the reverse of uniformity; very varied, artistic,

Emperor himself, the arbiter of so many arts. And the difficulty would be the same; the difficulty of explaining that sanctity attached to a certain institution; that it was not a question of how much cloth or leather had been ripped up and ruined, but of how much tradition of reverence and restraint remained to protect something which had hitherto been protected; in short, that we were concerned for the Red Cross, and not the material it was made of. Now these examples will appear at once very elementary and very extravagant, and it may be held needless to imagine such preposterous parallels. Nevertheless, they are very complete parallels to an actual case in current German controversy. They are an answer to an argument recently advanced on the German side—an argument which unconsciously revealed almost the whole of the German weakness.

In answer to Mr. Lloyd George's statement that Restoration is the absolutely indispensable preliminary to any possible debate on peace, a prominent German newspaper made this characteristic and significant remark: "What about East Prussia?" A great deal might be said about East Prussia—about its real history, and the strange and unnatural situation of those who rule it. But the most important thing about it here is that its mere name shows that many educated and even moderate Germans do not understand what we are talking about. Not only are they not undertaking restoration, but they do not know what it is that we want them to restore. The destruction of Belgium or of Serbia is the destruction of a nation, and not merely of a landscape. The very fact that the Russian invasion of East Prussia instantly occurred to them as a parallel shows that they do not even know what they themselves have done. The very fact that they see a resemblance in the East Prussian business to the Serbian and Belgian tragedies marks the whole moral difference. It does not resemble them, but it does explain them. It does express the way in which the Prussian profoundly and sub-consciously regards any lands that happen to lie beyond his formal frontiers. In war, by his conception, one goes into another man's country, and takes what one likes and destroys what one dislikes. It makes no difference whether one destroys his army or destroys his liberty; whether one temporarily takes away his guns or permanently takes away his flag. Russia invaded a belligerent country, and Prussia annihilated a neutral country—and it is all the same. This is precisely like saying that defacing a beautiful church is no worse than defacing a very handsome fortress, or that spoiling the charming uniform of a Prussian Dragoon is really more destructive than insulting the comparatively commonplace uniform of a hospital nurse. In all these cases the gap in the mind is the absence of the chief feature of civilisation—the idea of an institution. Now, whatever he may now be saying somewhat haltingly with his lips, the Prussian has said in his heart, "There are no institutions." That is what he means by his "real politics." He cannot really believe that the exiles and martyrs of patriotism need their own institutions, in order to build up in the mind an image of independence and dignity, the name of which is Poland or Serbia. Nor will he realise that what we wish chiefly to restore is not the last stick he broke or burnt in Belgium—but a spell which snapped in silence when he first put his foot across the line.



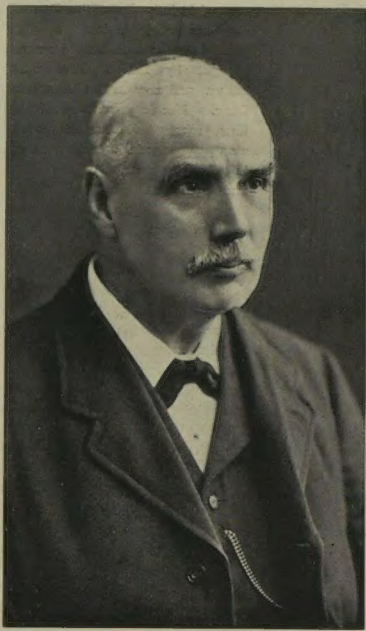
"IN COMMAND OF THE FLYING CORPS IN THE FIELD": MAJOR-GENERAL H. M. TRENCHARD, C.B., D.S.O.—ORPEN'S PAINTING.

Major-General Hugh Montague Trenchard, C.B., D.S.O., is in his forty-fourth year, and entered the Army as a subaltern of the Royal Scots Fusiliers. After seeing active service in South Africa, where he was dangerously wounded, and other Army service with the West African Frontier Force in 1912, he joined the Royal Flying Corps, and became Squadron-Commander and Instructor at the Central School of the R.F.C. He was promoted Assistant-Commandant a year later. On the outbreak of the war, in 1914, he was posted as temporary Commandant of the Military Wing of the Royal Flying Corps, and is now at Headquarters at the Front "in command of the Flying Corps in the Field." He won his D.S.O. in South Africa, and his C.B. during the present war, and has throughout his career been repeatedly mentioned in despatches. — [From the portrait painted at Army Headquarters, by William Orpen, A.R.A., one of the Official Artists on the Western Front.]

and appropriate to his alternate functions. Nobody who has been in Germany will find it hard to believe; for the traveller's general impression is that every tram-conductor is at least an aide-de-camp, and every railway guard a field-marshal. But if we complained that a German soldier had not respected the uniform of a Red Cross nurse, we should not consider ourselves answered by being told that our bullets had damaged a military uniform so magnificent and so elaborately designed that its like was unknown in all Berlin, and, therefore, in all the world. We should not admit that our own grievance was balanced and cancelled by the obliteration of some truly glorious gold-and-silver braid, designed in decorative patterns by the

STOCKHOLM AND THE HENDERSON RESIGNATION: PROTAGONISTS.

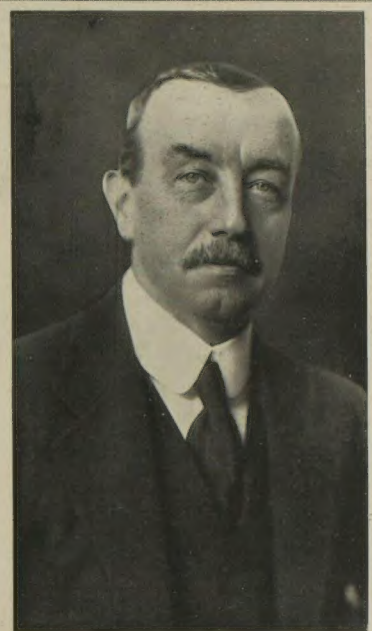
PHOTOGRAPHS BY BASSANO, TOPICAL, SWAINE, AND ILLUSTRATIONS BUREAU.



MR. HENDERSON'S SUCCESSOR IN THE WAR CABINET: MR. G. N. BARNES, M.P.



THE CENTRAL FIGURE OF THE STOCKHOLM CONTROVERSY: MR. HENDERSON—A SNAPSHOT.



FORMERLY IN THE WAR CABINET: MR ARTHUR HENDERSON, M.P. A STUDIO PORTRAIT.



AT THE LABOUR PARTY CONFERENCE WHICH DECIDED TO SEND DELEGATES TO STOCKHOLM: MR. HENDERSON SPEAKING ON THE PLATFORM IN THE CENTRAL HALL, WESTMINSTER, ON AUGUST 10.

On August 10 a big gathering of British Labour and Socialist representatives was held in the Central Hall, Westminster, and, mainly as a result of Mr. Henderson's speech, it was decided that British delegates should attend the proposed International Conference at Stockholm in September. On the following day, after an interview with the Prime Minister, Mr. Henderson resigned his position as a Minister Without Portfolio in the War Cabinet. He is also Secretary of the Labour Party, and he found "embarrassing complications arising from this duality of office." In his letter accepting the resignation, Mr. Lloyd George taxed Mr. Henderson with not having informed the Cabinet of his

latest views regarding Stockholm before attending the Westminster meeting, and also with having withheld from it the Russian Government's official communication stating that it regarded the Stockholm Conference "as a party concern, and its decision as in no wise binding on the liberty of action of the [Russian] Government." Mr. Lloyd George writes: "The delegates . . . were left in ignorance of a vital fact which must necessarily have affected their judgment." On the 13th it was announced by the Government that no passports to Stockholm would be granted, and on the same day Mr. Henderson made in the House of Commons a personal statement of his position.

ARCHÆOLOGICAL SPOILS OF WAR: AN EARLY CHRISTIAN MOSAIC.

PHOTOGRAPHS SUPPLIED BY TOPICAL.

THE photographs represent all that remains of the inscription at the top of the pavement, and the central part of the design at the bottom—a vase (flanked by peacocks, not shown), and baskets of grapes with doves. The complete design is a scheme familiar in Early Christian and Byzantine art, a vine rising from a vase, and spreading symmetrically into convolutions in each of which is a bird or animal. About twenty of these convolutions remain in whole or part, and among the creatures which they contain are a lion, ox, sheep, hare, gazelle(?), dog(?), with various birds, including a partridge, in addition to the peacocks and doves already mentioned. The inscription is surrounded by an ornamental border, a feature of which is an intermittent fret pattern, with lines crossing in such a way as to suggest a *Swastika*. The whole design is rich in element of Early Christian symbolism. The vase and vine have a eucharistic meaning; the peacocks stand for immortality; other birds and animals have their place in the system of symbolic zoology of which the text-books in East and West were known, respectively, as *Physiologus* and *Bestiary*. But it is not advisable to press the symbolism too far: at the date at which the pavement was laid down, artists were wont to graft on the symbolic stem details intended merely for decorative effect. The design is very characteristic of the period between the fourth and seventh centuries after Christ. In the province of mosaic art it occurs both on floors and walls; and a close parallel to

(Continued opposite.)

WITH A DESIGN INCLUDING A VASE, BASKETS, GRAPES, AND ANIMALS: PART OF A MOSAIC PAVEMENT UNEARTHED IN THE ADVANCE ON GAZA.

(Continued.)

the present pavement was discovered in 1894, near the Damascus Gate, at Jerusalem. Another parallel is the well-known mosaic brought by Renan from Kabr Hiram, and now in the Louvre, at Paris. Mosaic pavements of this kind, mostly with animal ornament, were made in great numbers in all the countries of the South and East Mediterranean littoral; the people of Syria-Palestine were fond of them, and the town of Madaba, N.E. of the Dead Sea, has proved especially rich in remains. A taste for this form of luxury probably spread south into Sinai, where, in such places as Abda and Esbeita, more mosaics should ultimately be found. The inscription, unfortunately imperfect, is in Greek, and states that the Church was built by "our most holy [bishop?] and the God-fearing George" at great cost in the year 622. An adjective giving either the native place of "George" or his official title is badly damaged; of the conjectured word, *episkopos* (bishop) practically nothing remains; it is suggested on the analogy of other inscriptions. The year 622 is in all probability a year of the local era of Gaza, and equivalent to A.D. 561-2. This date accords with the general style of the work, for which the seventh century would be too late. The temptation to identify the "God-fearing George" with the patron saint of England should be steadily resisted. His place in the inscription is secondary; he is mentioned not as a great person, but as an ordinary man; he is probably one who, by purse or by profession, contributed to the erection of the local church.



"THIS CHURCH WAS BUILT BY OUR MOST HOLY [BISHOP] AND THE GOD-FEARING GEORGE": A GREEK INSCRIPTION, WITH A SWASTIKA BORDER DESIGN, IN THE MOSAIC FOUND NEAR GAZA.

The interesting pavement mosaic, parts of which are illustrated in the accompanying photographs, was discovered after the advance of our troops towards Gaza, in the neighbourhood of Shellāl, on the Wādi Ghuzzeh (Wadi of Gaza), about fourteen miles S.S.W. of Gaza, and eighteen miles N.W. of Beersheba. The discoverers were members of the Australian forces. Traces of ruins were observed on a hill or mound in a ravine, and this led to excavation, revealing, at a depth of 3-4 ft., a pavement, evidently

covering part of the floor of a church, 20 ft. by 30 ft. in dimensions, and in good preservation, except down the right side, where much has, unfortunately, been lost. Bones were found, including the skulls of children, apparently upon the surface of the mosaic, suggesting that people who had taken refuge in the church may have been killed by an invading enemy. As the site was exposed to shell-fire, it was first covered up again. Afterwards, the mosaic was carefully taken up and removed to Cairo.

WOMEN IN KHAKI: THE WORK OF THE W.A.A.C. IN FRANCE.

OFFICIAL PHOTOGRAPHS.



THE WOMEN'S ARMY AUXILIARY CORPS IN FRANCE: MARCHING IN COLUMN OF FOURS—RIGHT-WHEEL.



REPLACING MEN IN THE KITCHEN: COOKS SERVING OUT DINNERS TO MESS ORDERLIES AT AN INFANTRY CAMP.



"WASTE NOT!": A CAMP COOK EMPTYING FAT INTO A STOCK BARREL.



REPLACING MEN AT THE WHEEL: SOME OF THE CAR-DRIVERS OF THE W.A.A.C. IN FRANCE.



OFF DUTY IN A FRENCH COAST TOWN: MEMBERS OF THE W.A.A.C. COMING DOWN TO THE BEACH FOR A BATHE.



LETTERS FROM HOME: W.A.A.C. WOMEN ON THE BALCONY OF THEIR BILLET AFTER THE ARRIVAL OF THE MAIL.

Our photographs give some interesting glimpses into the work and recreation of the Women's Army Auxiliary Corps in France. Further details regarding the employment of women in Army services were recently issued by the Army Council, which states that the object of the corps is to substitute women for soldiers in certain occupations at home, at the bases, and on the lines of communication. The system is gradually being extended. At home women are to be introduced by degrees into command, garrison, and regimental employments, the last including those of officers' and sergeants' mess

clerks, tailors, cooks, librarians, storekeepers, shoemakers, and orderlies. Eventually, both at home and overseas, women will be substituted, in the ratio of three women to four men, in various other occupations besides the above—e.g., accountants, shorthand-typists, waitresses, butlers, tailors, sewers, messengers, bakers, and technical women, as well as in the motor-transport, telephone, and postal services. Their uniform allowance provides for a great-coat of Army pattern, a khaki-coloured coat frock, stockings, shoes, leggings, and brown felt hat, while the higher grades wear a khaki coat and skirt.

THE U.S. ARMY IN EUROPE: INFANTRY AND CAVALRY TYPES.

PHOTOGRAPHS SUPPLIED BY TOPICAL.



"SOMEWHERE" IN FRANCE, NEAR THE WESTERN FRONT: A SQUAD OF U.S. LINESMEN RESTING DURING A HALT, AND CHEERING FOR FRANCE.



IN AN AMERICAN CAMP: THE STORES SECTION, WITH A REGIMENTAL KITCHEN-TENT AND MOTOR-CYCLIST DESPATCH-RIDERS.



ONE ADVANTAGE OF KNOWING THE LANGUAGE: A FRENCH-SPEAKING CAVALRY TROOPER TELLING GIRLS ABOUT THE STATES' KEENNESS TO HELP FRANCE.



WAITING FOR THE "DINNER" BUGLE: CHEERY "SAMMIES" PARADED NEAR A CAMP "COOK-HOUSE" WITH PANNIKINS.



DINNER-TIME IN CAMP: U.S. INFANTRYMEN EATING THEIR NOON MEAL IN THE OPEN NEAR A KITCHEN-TENT WITH FOLIAGE AGAINST AIRCRAFT SPOTTING.



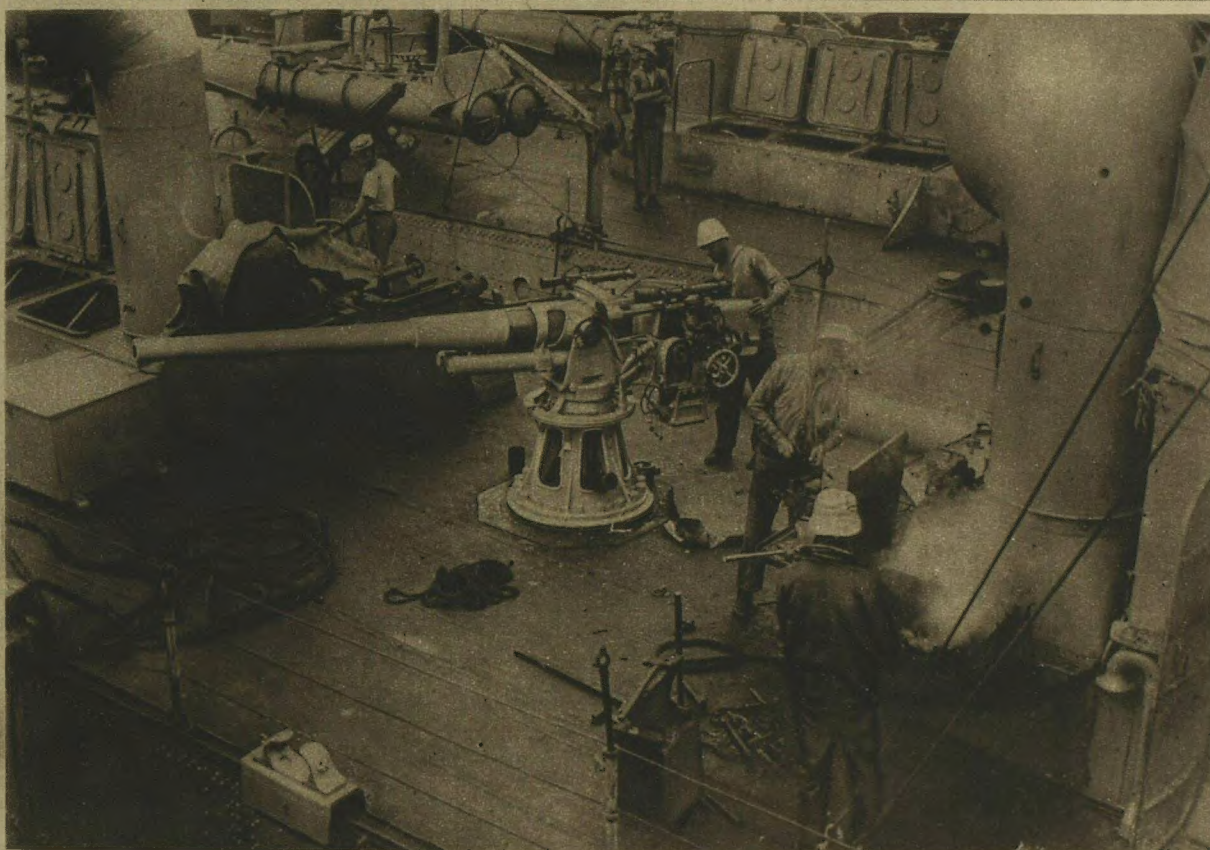
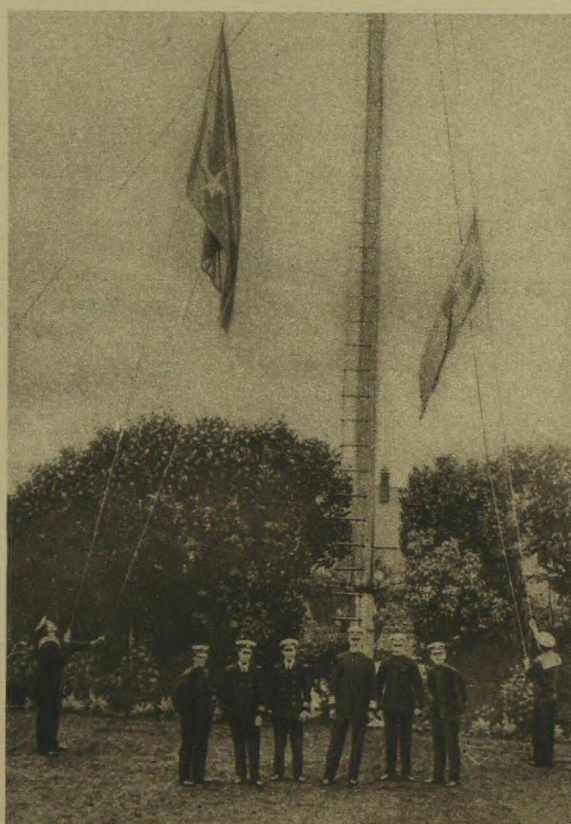
SAMMY AND THE POILUS: HELMETED FRENCHMEN EXPLAINING THE MECHANISM OF THE LEBEL INFANTRY MAGAZINE-RIFLE TO THEIR U.S. COMRADES.

Some excellent samples of the "Sammies," as the United States soldiers are generally called in France, just as "les Tommees" is the universal colloquial name among the French for our own men, are shown in the illustrations on this page. Both infantry and cavalry are seen in their field uniform, which closely resembles in many particulars that of our Anzacs, the khaki clothing and slouch hat, very much like the boy-scouts' pattern of head-gear, forming a tell-tale feature. Distinctive other details, which may be remarked by any of our readers who may meet American soldiers on furlough in this

country in the streets of London, are the closely twisted red-and-white double cord round the hat-band, with its front tassel; and the canvas leggings, which the U.S. infantry all wear. A very good notion also of the U.S. cavalryman's horse equipment is obtainable from the third illustration, which shows the regulation saddle, put on over the folded horse-blanket, and the bucket-shaped stirrups—not unlike the stirrups that some of the cowboys on the prairies of the Western States habitually use, and familiar once to Londoners in the days of the late Buffalo Bill's "Wild West" show.

THE UNITED STATES NAVY IN EUROPE: AT A BRITISH NAVAL PORT.

OFFICIAL PHOTOGRAPHS.



1. AN EPOCH-MARKING EVENT: ADMIRAL SIMS' FLAG OF COMMAND HOISTED ASHORE AS THE BRITISH ADMIRAL'S IS HAULED DOWN—ADMIRAL SIMS IN FRONT.

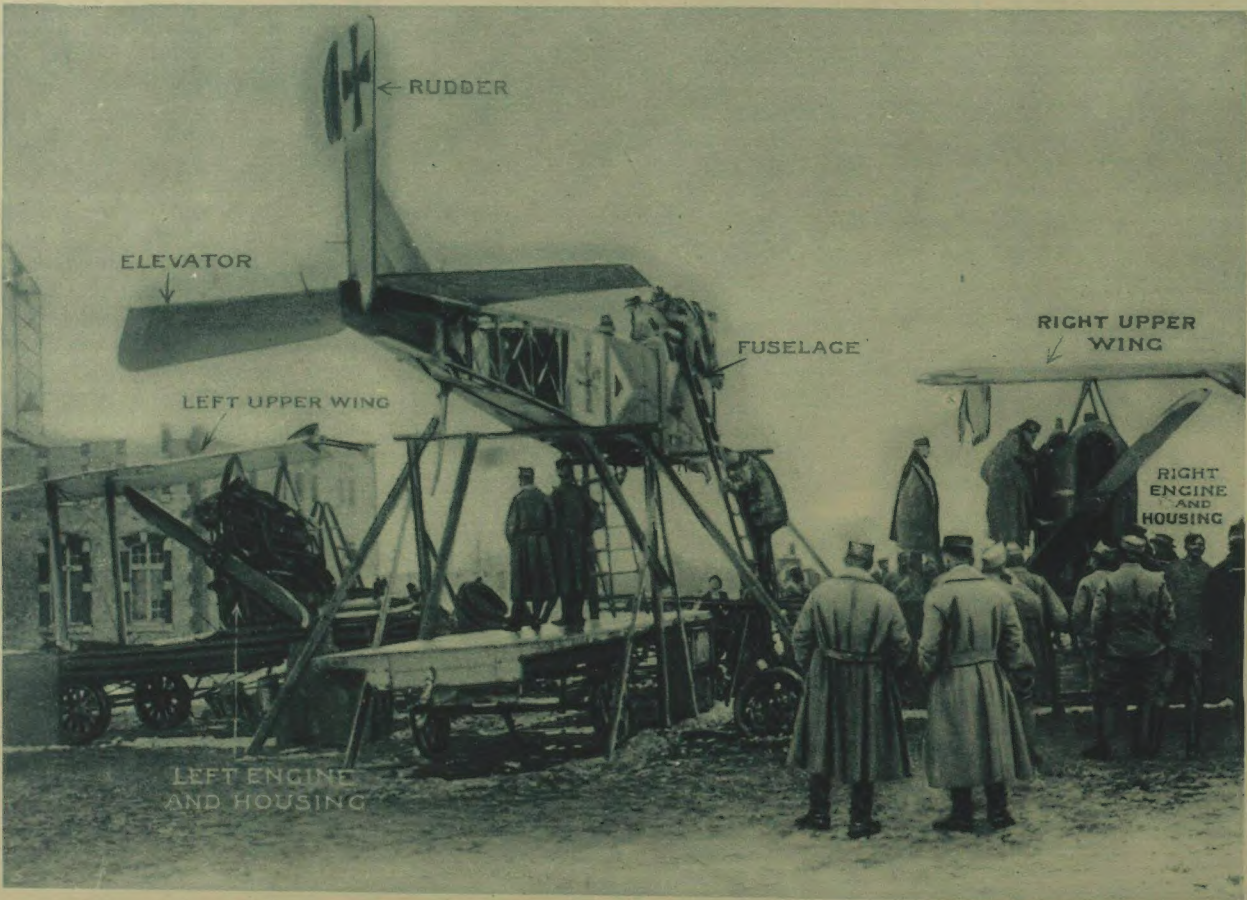
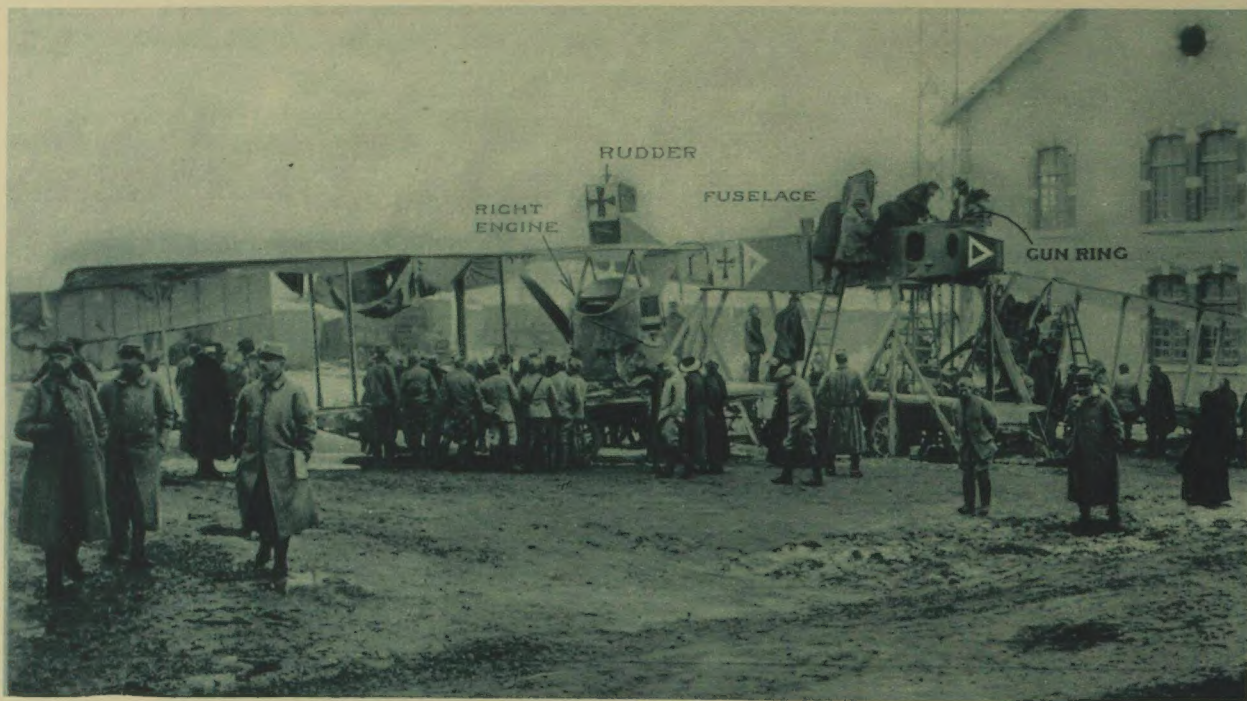
3. IN A BRITISH NAVAL PORT: TWO U.S. DESTROYERS FITTING OUT—DECK-GEAR AND GUN CLEANING GOING ON.

An epoch-marking event is illustrated in the first of these photographs: the hoisting of an American Admiral's flag of command at a British naval port. On the occasion recently of a British Admiral going on leave, Admiral Sims was appointed to take charge of his station, which included a wide stretch of coast and extensive area of sea within

2. WITH AMERICAN "JACKIES" OFF DUTY WHILE THEIR SHIP IS REFITTING IN THE HARBOUR: TWO SHIP'S PETS, FRITZ (THE DOG) AND BILL (THE GOAT).

which squadrons of British and U.S. ships were cruising—all of which were to follow his instructions. In the first photograph, on one side of the flagstaff at the Commander-in-Chief's residence ashore, Admiral Sims' flag is being hoisted. The British Admiral's flag is being hauled down on the opposite side of the flag-pole.

A GERMAN AEROPLANE FOR LONG-DISTANCE RAIDING: A "GOTHA."



1. THE "GOTHA," SHORTLY AFTER IT HAD BEEN BROUGHT DOWN BY CAPTAIN GUYNEMER: FRENCH AIRMEN CROWDING TO INSPECT IT.

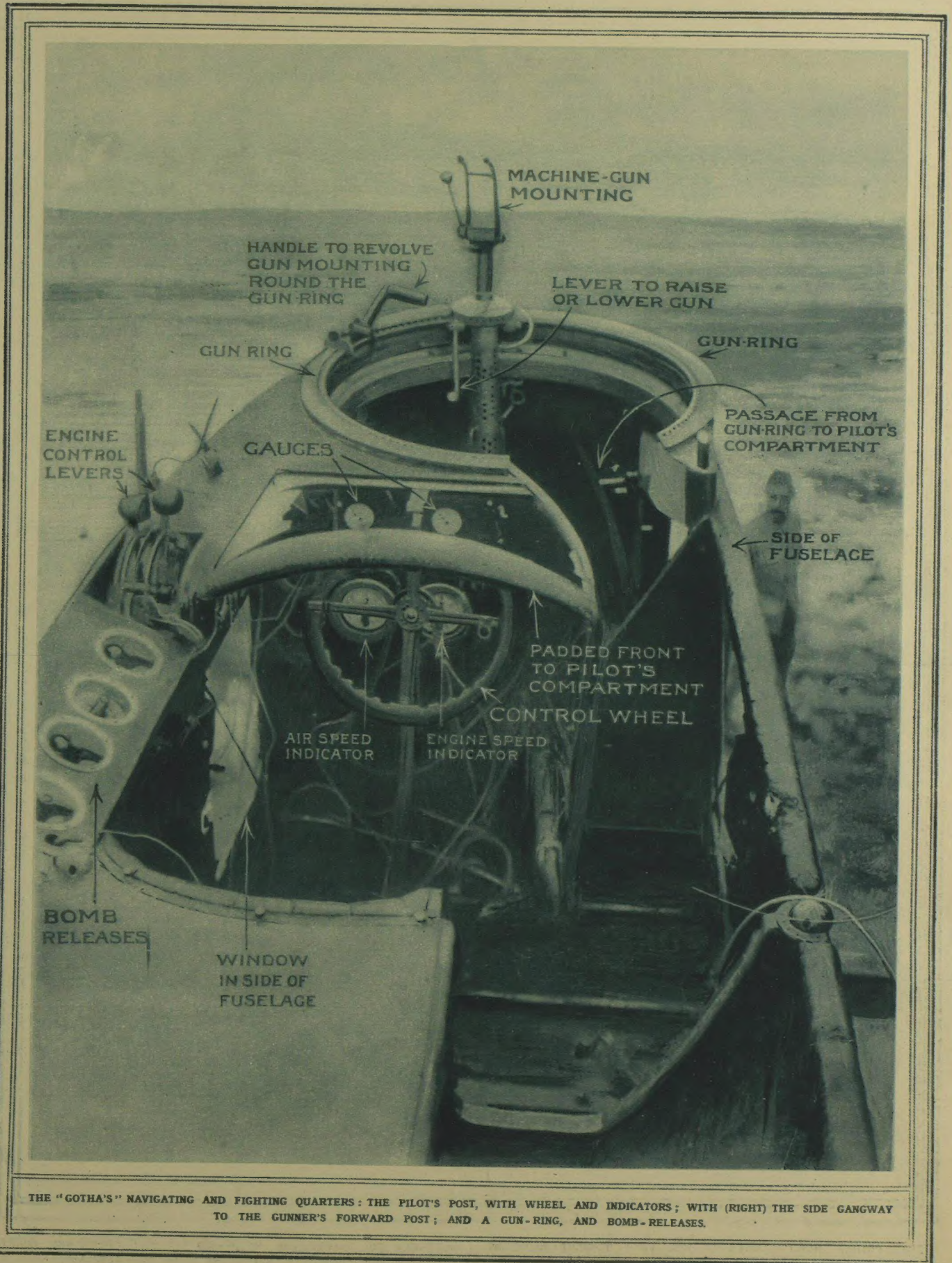
One feature of the three-seated German "Gotha" biplane (the type of machine used in the July air-raid on London) was illustrated by diagrams in our issue of July 28—namely, the gun-tunnel underneath the body of the car, affording a clear line of fire against a pursuer coming up behind. In the two photographs given on this page is seen an actual "Gotha" brought down by the famous French airman, Captain

2. TAKEN TO PIECES: THE MOTOR-ENGINES AND PROPELLERS APART, AND STEERING-PLANES IN REAR OF THE FUSELAGE.

Guynemer, who lately accounted for his fiftieth German machine. The "Gotha" was wrecked on coming to earth, and various portions of it were set up separately so that the French airmen could study the details of its construction. Our Paris contemporary "L'Illustration" says: "The machine measures 12½ metres in length, with a spread, (from wing-tip to wing-tip) of 23.70 metres. The upper wings, with huge ailerons,

(Continued opposite)

A RAIDER OF LONDON: A "GOTHA" FIGHTING AEROPLANE CAPTURED.



THE "GOTHA'S" NAVIGATING AND FIGHTING QUARTERS: THE PILOT'S POST, WITH WHEEL AND INDICATORS; WITH (RIGHT) THE SIDE GANGWAY TO THE GUNNER'S FORWARD POST; AND A GUN-RING, AND BOMB-RELEASES.

Continued.
extend slightly beyond the lower ones. The body presents another peculiarity. While the two passengers (one in front and one behind the pilot) evidently sit in the centre of the axis, the pilot's seat is placed to the left, so as to give room for a gangway enabling the occupants to pass from one end to the other. The armament comprises three machine-guns. One of them, placed in a turret in front, fires forward and, at certain angles, both above and below the wings. Two other machine-guns run in grooves on two transverse tubes fixed behind the rear passenger—one above the body and the

other nearly level with the floor, which is here deeply hollowed out [i.e., into the gun-tunnel previously mentioned]. It is thus possible to fire at the sides, underneath, upward, and to the rear. The bomb-dropping apparatus is arranged to carry 14 projectiles. The 'Gotha' carries two Mercedes motors of 260 h.p. apiece, placed one on either side of the body at a distance of 210 metres from the axis, in enormous cars. This is the first German aeroplane in which the propellers move behind the wings, and are really 'propulsive.' . . . Beneath each motor is a pair of landing wheels."

THE GREAT BATTLE OF FLANDERS: BRITISH TROOPS ADVANCING

OFFICIAL



ON THE BRITISH FRONT IN FLANDERS DURING THE GREAT ADVANCE: A SCENE ON THE BATTLEFIELD NEAR PILKEM.



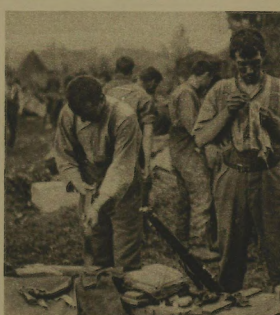
LADEN WITH APPARATUS FOR CONSTRUCTING ENTANGLEMENTS: A WIRING PARTY OF GUARDS CROSSING A CAPTURED CANAL.



AFTER OUR ADVANCE ON A FRONT OF CAPTURED



"SUPREMACY OF THE AIR IN THE REGION BROUGHT DOWN



THEIR FIRST THOUGHT FOR THEIR WEAPONS: BEFORE THEMSELVES, AFTER

WHERE "ROAD TRAFFIC LABOURS THROUGH RIVERS OF SLIME."

PHOTOGRAPHS.



ER FIFTEEN MILES: IN ONE OF THE LAGES.



THE OFFENSIVE": A GERMAN AEROPLANE BROUGHT DOWN BY OUR FIRE.



BRITISH SOLDIERS CLEANING THEIR RIFLES BEFORE THE ADVANCE.



HOW DIFFICULTIES OF TRANSPORT WERE OVERCOME: AMMUNITION GOING UP BY PACK-HORSES ON A NEWLY MADE ROAD.



WHERE SPLENDID BRIDGING WORK WAS ACCOMPLISHED UNDER FIRE DURING THE GREAT ADVANCE: SOLDIERS CROSSING THE YSER CANAL.

In the great Battle of Flanders the British troops had to work under the worst conditions of weather and ground, as some of these photographs plainly show. Writing a few days after the advance began, Mr. Philip Gibbs says: "All the conditions which we knew through so many dreary months during three winters of war up here in the Ypres salient are with us again. The fields are quagmires, and in shell-crater land, which is miles deep round Ypres, the pits have filled with water. The woods loom vaguely through a wet mist, and road traffic labours through rivers of slime. It is hard luck for our fighting men. But in spite of repeated efforts, the enemy has not succeeded in his counter-attacks." In his first account of this battle, Mr. Gibbs made particular mention of the splendid work of the Engineers. "We have crossed the Yser," he writes, "in many places, and, apropos of this, the

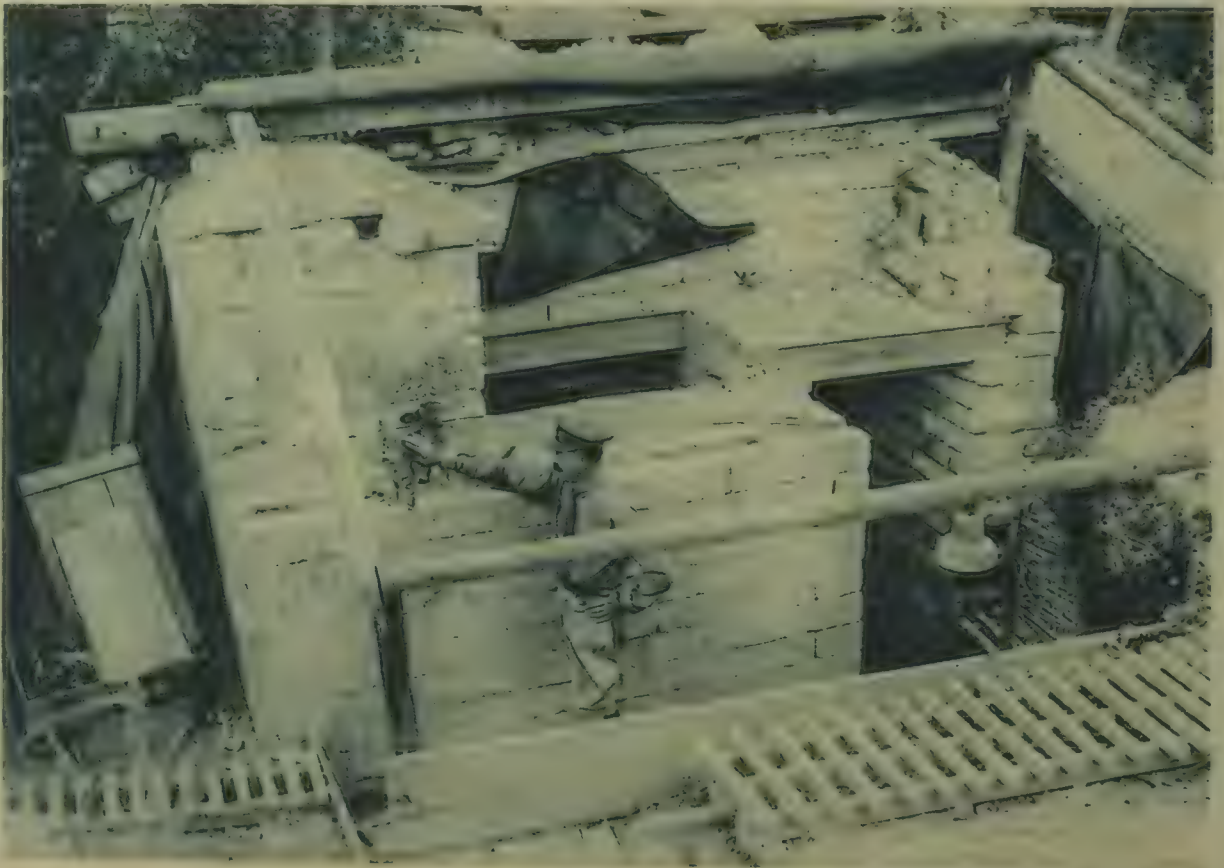
bridging work which has been performed by our troops is wonderful beyond any praise. One division alone in the course of a single day, and under fire the whole time, succeeded in throwing seventeen bridges over the river upon its front." The first two of the above photographs show scenes in captured villages, of which there were several taken in the first day of the offensive. Sir Douglas Haig, it may be recalled, said in his despatch: "The enemy's positions have been entered, and our line advanced, on a front of over fifteen miles from La Bassée Ville, on the River Lys, to Steenstraete, on the River Yser. Both are now in the hands of the Allies. . . . Our troops stormed two powerful defensive systems, and carried by assault the villages of Verlorenhoek, Fresenberg, St. Julien, and Pilkem. . . . On the extreme right . . . our troops gained the whole of their objectives, capturing the villages of La Bassée Ville and Hollebecq."

THE SOLIDITY OF GERMAN TRENCH DEFENCES: CAPTURED WORKS.

PHOTOGRAPHS BY CANADIAN WAR RECORDS.



ONLY SLIGHTLY DAMAGED, SINCE ITS CAPTURE, BY A DIRECT HIT FROM A GERMAN 5.9: A GERMAN GUN-PIT, USED AS A CANADIAN BILLET.



THE SOLIDITY OF GERMAN TRENCH CONSTRUCTION: A CAPTURED DUG-OUT, OCCUPIED BY A CANADIAN ARTILLERY OFFICER AND HIS CAT.

The massive character of the German defence works is well shown in these two photographs, which illustrate the formidable nature of the obstacles that our troops on the Western Front have to overcome. In the recent fighting near Glencorse Wood, the strength of the enemy's defences has been especially marked. Thus Mr. H. Perry Robinson writes: "The whole region was very strongly fortified and held. A redoubt,

or cluster of concrete fortifications, on the south side of Westhoek Ridge resisted for three hours, but after we had pounded it with trench-mortars, it was rushed with bomb and bayonet." The capacity of the German concrete works to resist shell-fire was recently demonstrated by the captured gun-pit shown in our upper photograph. A direct hit from a German 5.9 gun, whose shell landed on top of it, made only a slight impression.

THE STRONG MAN OF RUSSIA: HEAD OF A NEW MINISTRY.



"RE-ESTABLISHED IN THE LEADERSHIP OF THE FREE RUSSIAN PEOPLE": M. KERENSKY, PREMIER AND MINISTER OF WAR AND MARINE IN THE NEW RUSSIAN NATIONAL CABINET.

M. Kerensky has proved himself indispensable during a great crisis in Russia's history. The fact was made evident when he recently announced his resignation; and he ultimately undertook the formation of a new National Cabinet, since completed, in which he himself, besides being Prime Minister, assumed the duties both of Minister of War and Minister of Marine. This important settlement of the political situation in Russia followed closely on the third anniversary of the outbreak of the war, and a timely message was sent to M. Kerensky by the King, who said: "At the commencement of the fourth year of

the great conflict which still rages, and at the moment when you are re-established in the leadership of the free Russian people, I desire to assure you and them that the British peoples will never relax their efforts against our common enemies. In the combined forces resolutely exerted by the Allies will be found the security of honourable peace and true liberty of the world. I recognise all that Russia is now called upon to bear, but I have faith in her powers to face and overcome her formidable difficulties in this hour of trial."



THE CHRISTUS.

Among the crimes committed by the Germans in the course of the war, there have been numerous examples of sacrilege. This photograph shows a recent instance. It was taken at the village of Ly-Fontaine (south of St. Quentin), which was destroyed by the enemy during his retreat last March.

“PRISONERS CONTINUE TO COME IN”: GERMANS

PHOTOGRAPHS SUPPLIED



1. IN THE MIDST OF AN ATTACK: GERMANS RUNNING FORWARD THROUGH THE BARRAGE-SMOKE TO SURRENDER.
3. DURING THE HEAT OF BATTLE: GERMANS CLAMBERING OUT OF THEIR TRENCH DUG-OUTS TO SURRENDER AS THE ALLIES' RESERVES COME UP.

German prisoners on the battlefield surrender in all sorts of ways—some of which we illustrate above. As the first illustration shows, while an attack is still going forward, some appear stumbling and running forward through the barrage-smoke. They come, often singly, or strung out in twos and threes, without looking round, half-dazed by the bursting shells all round, with or without hands up in their panic-stricken hurry, to claim mercy from their assailants in the open. At other times a party will suddenly show in the open near one of the Allies'

SURRENDERING ON A WESTERN FRONT BATTLEFIELD.

BY ALFRED



2. AT ONE OF THE OUTPOSTS: GERMANS COMING OVER FROM THEIR OWN LINES TO SURRENDER DURING A LULL IN THE FIGHTING.
4. AFTER BATTLE: SURRENDERED GERMANS GOING TO THE REAR, UNDER FRENCH ESCORT.

outposts, and in a state of trepidation present themselves, begging to be made prisoners. An incident of the kind is seen in the second illustration. Again, as in the third illustration, in the midst of action, as their trenches are being passed by the storming troops, up many crawl, crying for quarter, “Kamerad!” or “Kamerad, pardon!” as they emerge from trench dug-outs without waiting to be bombed out. They scramble up the trench-parapets unarmed and beg to be spared. All the surrenders photographed were made to the French on the Chemin des Dames.

• SCIENCE AND NATURAL HISTORY •



SCIENCE 'JOTTINGS.

THE WORLD'S MEAT SUPPLY.

FEW of us, perhaps, recognise how dependent the European nations have become on Continents other than Europe for the meat needful for the support of their teeming populations. With the conversion of nearly all of them from agricultural into industrial communities, the increase in the consumption of meat has enormously increased; while, at the same time, its home production has diminished. Hence there would, long ago, have been a shortage in the meat required to feed the factory hands even before the war, had it not been for the discovery that, if kept at a sufficiently low temperature, it could be sent for long distances over sea without deterioration. Since then, the world has seen a steadily increasing progression of ships from America, both North and South, from our own colonies of Canada, Australia, New Zealand, and South Africa, and from Madagascar, Senegal, and even China, bearing carcasses, either chilled or frozen, for the consumption of Europeans. Our own part in this trade may be judged by the fact that, of the 915,380 tons of meat thus exported in 1915, 664,508 tons were destined for this country, and that this total, huge as it is, was increased last year by nearly one-fourth. We are, therefore, taking about eight-ninths of the world's overseas export of meat. This, of course, is in war-time; but as the quantity was only some 13 per cent. less in 1914, during more than half of which year we were at peace, the supply of overseas meat is a question which must concern us more than any other nation, even in normal times.



RITES WHICH PRECEDED PROPHECY: DRUIDS OFFERING HUMAN SACRIFICE

The times, however, will not become normal in this respect with the conclusion of peace. M. L. Marchis, Professor at the Sorbonne, from whose interesting article on the subject in the *Revue Scientifique*, we have taken the figures given above, calculates that about twenty millions of soldiers are now receiving, in the way of rations, an excess of meat over their peace consumption which he puts at 730,000 tons, or nearly 80 per cent. of the world's total production of imported meat. A great part of this extra consumption would, no doubt, be put an end to by the establishment of a solid peace; but, as against this, we must set the fact that the Central Empires have been drained of live stock, and will require for some years after the war the importation of much overseas meat until their own flocks and herds are brought up to anything like their pre-war standard. Hence there will be furious competition between the Allies and their enemies for such meat supplies as can be imported, and it becomes us to see that we are preparing for this. The chances of any new and large source of supply are remote; but it may be noted that Brazil has lately increased her shipments, and that Russia is in this, as in other matters unfortunately, an unknown quantity. It is probable, however, that even if Russia were to develop a great trade in this respect, the greater part of her production would go to the Central Powers, which are, so to speak, at her own doors, rather than to Western or Southern Europe, which would mean a long and expensive journey by sea or rail. It is, therefore, on our overseas supply that we shall probably have to depend in future.

As to this, there are two methods in use by which meat can be made to endure long voyages without deterioration, which may be called chilling and freezing respectively. In the first of these, the meat is carried at a temperature only just below freezing-point, and



arrives fit for consumption at once. In the other, it is frozen hard, and should be carefully and gradually thawed, if it is to regain its original taste and flavour. That the first of these is the best for the consumer, needs no argument; but, owing to difficulties in providing specially built ships during the war, it has been generally abandoned in favour of the second; and practically all the imported mutton, and most of the beef, arrives in this country in a frozen condition. This necessitates the provision of a great increase in our cold-storage depôts on this side. Is there any reason to suppose that this is being provided? If not, it should be seen to without any delay.

This, however, is only a small part of what is required, if we are to take our necessary part in the competition which is coming. At present the largest meat-freezing factories in the world are supposed to be those in the Argentine, where an English company has lately opened an establishment capable of dealing with 2000 carcasses per day. Although our largest supplies still come from the Argentine, New Zealand, Australia, Canada, and South Africa—in that order—all send us large quantities of chilled and frozen meat, and in all these quarters similar preparations ought to be made, if necessary by Government enterprise, before it is too late. Add to this the provision of a sufficient number of ships adapted for carrying meat at low temperatures, and we have sufficient work for any Ministry of Reconstruction that we are likely to see. Italy, soon after her declaration of war, converted seven of her enemies' ships into meat-carrying vessels, and the hint might well be taken and improved upon by ourselves. What we want to see is that our Government is awake to the situation. F. L.



BROUGHT DOWN BY FRENCH RIFLE-FIRE: A GERMAN AEROPLANE WRECKED BETWEEN NEW FRENCH LINES AND OLD GERMAN TRENCHES. The aeroplane fell in the new French lines on the slope of Mont Cornillet, of the Moronvilliers Massif, between those lines and the old German trenches of Wahn and Waldkirch.

THE PANTHEON OF THE WAR: PAINTING A COLOSSAL FRENCH CANVAS.

PHOTOGRAPH SUPPLIED BY ILLUSTRATIONS BUREAU.



A GREAT MEMORIAL WAR PAINTING BY A GROUP OF FAMOUS FRENCH ARTISTS: MM. GORGUET AND FOURIÉ
AT WORK IN THE PANTHEON OF THE WAR AT THE ÉCOLE MILITAIRE.

An enormous painting is being executed by a group of distinguished French artists, most of whom have been wounded and decorated for service. The huge canvas, which is circular in form, is housed in a building that resembles a Greek temple, erected on vacant ground at the Ecole Militaire, near Paris. Over the front entrance to this war-shrine are inscribed the words, "Le Panthéon de la Guerre." The artists work on different platforms of a big scaffolding. The two seen in our photograph are Messieurs

A. F. Gorguet and Albert Fourié. The great panorama will show the whole front from Belfort to Calais, with Rheims and its cathedral blazing; and immortal Verdun. On one side is a golden figure of Victory, and in front, on innumerable steps, are grouped famous personalities of the war, military and civilian, many of whom, including Marshal Joffre, have posed for the artists. The Allies, as well as the French themselves, are commemorated in the picture.

THE CAMELRY OF THE EGYPTIAN ARMY: PACK AND RIDING CAMELS.



SEEMING TO HAVE COME FROM THE PAGES OF AN EASTERN ROMANCE: PACK-TRANSPORT CAMELS GOING TO A LOADING-UP STATION.



ON THE LINE OF MARCH ACROSS THE DESERT WITH A CAMEL TRANSPORT-COLUMN: GOING FORWARD IN FILE, LINKED NOSE AND CROUP.



A CAMEL FORCE THAT HAS RENDERED EXCELLENT FIGHTING SERVICE: TROOPERS OF THE AUSTRALIAN CAMEL CORPS ON THE MARCH.

There is more than a touch of Eastern romance about the upper illustration. It shows a string of camels of a commissariat, or transport, column, solemnly stalking along to a loading-up station with empty crates, for packing stores in, fixed on their backs and flanks. The method of package is a satisfactory one, for the transport-camel, when it gets tired, or jibs and refuses to go on, simply stops and settles down on its knees, unlike the transport mule, who, in similar circumstances, rolls over wildly, heels up, making a pancake of whatever may be on his back. The first two illustrations show

transport camels as employed with the Egyptian Expeditionary Army now on the Palestine border. An average-sized Soudanese transport-camel, such as those seen, can carry a load of upwards of 400 lb. dead weight, and can cover from sixteen to twenty-five miles a day, according to the nature of the ground, at a pace of two and a-half miles an hour. A riding camel, seen in the third illustration, with men of the Australian Camel Corps in the saddle, can cover from five to even seven miles an hour on emergency for four or five hours at a stretch. Their ordinary marching pace is four miles an hour.

THE ENEMY'S FORLORN-HOPE STAND IN EAST AFRICA: CAMPAIGN NOTES.



DURING THE DRY SEASON, WHICH HAS NOW SET IN: AN INDIAN DETACHMENT HALTING WHILE ON THE MARCH ACROSS THE VELDT.



DURING A SHARP FIGHT IN THE DENSE BUSH OF THE RUFJI DISTRICT: AN INDIAN MOUNTAIN-BATTERY GUN IN ACTION, WITH ITS GUN-TEAM.



DURING THE RAINY SEASON, WHICH ENDED IN JUNE: HAULING A HAWSER OF TWISTED TELEPHONE-CABLE STRANDS ACROSS A FLOODED RIVER.



FOLLOWING UP THE ENEMY NEAR THE COAST: INDIAN SEPOY PIONEERS AT WORK REPAIRING A RIVER BRIDGE WRECKED BY RETREATING GERMANS.



THE SCARCITY OF WATER IN THE DRY SEASON: ONE TROUGH, SUPPLIED BY A HAND-PUMP, IN A BRIGADE—SEPOYS LINED UP FOR THEIR WATER RATION.

There are two rainy seasons in East Africa: the greater rains and the lesser rains. The former lasts from March to June, the latter for a few weeks about December. Between these periods the country, particularly on the open veldt tracts which extend irregularly between belts of dense tropical forests, becomes parched and arid, with a universal scarcity of springs and water-holes. Campaigning is only possible during the dry periods, as the heavy rains swell the rivers, converting the entire coastal district

into water-logged marshlands. In the first illustration, an Indian sepoy detachment is resting on the veldt. Some Indian battalions have been in East Africa since 1914. A rainy-season episode is seen in the second photograph. In parts of the Rufiji area, where the present campaign is being carried on, the outpost-pickets have had to live in trees and be rationed by canoe. In the dry-season scene in the third illustration, the only water for the brigade camp was supplied by means of a hand-pump.

THE MARTYRDOM OF RHEIMS CATHEDRAL: AN AEROPLANE PHOTOGRAPH.



WHAT REMAINS OF THE WESTMINSTER ABBEY OF FRANCE: LOOKING DOWN ON TO THE WRECKAGE OF RHEIMS CATHEDRAL.

Writing of a visit to Rheims Cathedral in the first week of July, a correspondent describes its condition as follows. (Since then more German shells have fallen on the Cathedral.) "Scores of shells have fallen upon this noblest of Gothic fanes. Eight struck it on one day last week. The first caused by the first bombardment has only slowly produced its full effects. On the south-western tower and the walls of the nave near the doors, masses of stone have peeled off, leaving a horrid discoloration. Many of the precious

statues of the façade, large and small, and of the pinnacles, flying buttresses, and gargoyles, are now broken. But the most alarming spectacle is that of the interior. The outer roof went in the early fire. There are now four gaping holes in the inner roof. In the nave most of the fallen stone has been removed, but the choir is nearly filled, and its two historic altars are buried under huge blocks of broken pillars and arches." Neither Art nor Religion is sacred to the German iconoclast.



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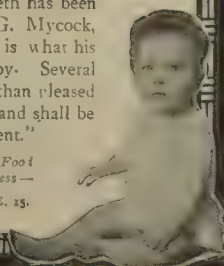
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NEW NOVELS.

"The Real Adventure." "The Real Adventure" (Constable) is one of the few modern American novels we have met that throw light for European eyes on American wives and husbands—light revealing that they are in spite of all their novelties have as fully human as people on this side of the Atlantic. Before this noteworthy and thoughtful book appeared, we were dreadfully familiar with the portrait of a woman at once over-civilised and under-sexed, and of a man who lived in the jungle of finance and was cancelled out in the sociological reckoning. We were alternately baffled and exasperated by the vacuity of the woman and by the concentration of the male energy on a mere hunt for dollars. It was credible that, while these were types, they were not really the predominant type; but we were not encouraged to think that way. Yet it did look as if there must be something pertaining to the common springs of the human race away down below these superficial traits. Mrs. Wharton had said the last word on the subject of the woman, leaving not a nook or cranny in her atrophied soul unexplored. Harold Frederic, years ago, and other writers since, have dissected the man. Both were a depressing subject as well as an unedifying one. The relief brought by Mr. Henry Kittell Webster's novel is, therefore, enormous. Here are Rose and Rodney Aldrich, at once warm and alive and convincing—fallible, foolish, passionate, and reasonably unreasonably human, in fact. Bits of them to be found in any wife you may know, or any husband. And, woven in with their story, the complete fabric of American aristocracy—that fine-bred, artificially nurtured thing; with poignant glimpses of musical-comedy chorus, the intolerance of Puritan Cosmopolis, and the injustice and the struggle of some aspects of life for the woman who plays a lone hand. "The Real Adventure" is a very long book, but it is also by far the most interesting one that has come across the water this year, and we recommend all English novel-readers to make sure they do not miss it.

"The Hundredth Chance." Whether the emotional novel stands as high in favour, in these days of real tragedy, as when the world lived on the surface very well pleased with itself, we are not in a position to judge. We should have thought not; but undoubtedly Miss Ethel Dell is a popular novelist,



TROLLEYING IN A VILLAGE RECENTLY CAPTURED: CANADIANS SAVING BOOT-LEATHER!—[Canadian War Records.]

and in writing "The Hundredth Chance" (Hutchinson) she has probably taken the measure of her public. She tickles its palate with the situation, familiar to students of the

works of the late Mrs. Hungerford, of a man who forces a reluctant girl to marry him, is accepted with a locked door between them, and ends by winning her devotion just when he had given up all hope of gaining it. The charm of a "Molly Bawn" setting is absent from "The Hundredth Chance"; but the story runs with great briskness, and abounds in romantic situations. The brutal step-father who spunks his laughing step-daughter with a slipper, is calculated to make the tender-hearted reader's flesh creep, but we think he would be more effective if Maud and her brother, the little hunchback baronet, showed their breeding in a fuller relief. The Brins were an unlucky family—until the close of the novel, when everything is straightened out, including Bunny's crooked back. There is not a little false sentiment in "The Hundredth Chance," not a little pumped-up palpitation; but it may be all very harmless, and it is certainly written with all arts of the story-teller.

"The Soul of June Courtney." June Courtney, one of society's butterflies, was a soulless being in the year before storm 1914—and, for the matter of that, for some time after. She made light of young men's love, and broke their hearts, as a cook breaks eggs, in the compounding of her particular omelet—which happened to be her own worldly pleasure. Yet she was not really a bad girl; and when the war took her young friends away from her, one by one, and mangled or extinguished them, June began to change. Her first crude idea of being helpful was to organise a war-matinée; her next, to visit the war-zone in search of copy. She was returned, in spite of passports, by an angry Colonel, and it was Denver Rainham, the man she truly loved, who was sent to order her back to England. "The Soul of June Courtney" (Duckworth) is a very sincere book, and for that reason alone might be forgiven its obviousness, its shallowness, and its artless technique. But Miss Elizabeth Ryley's novel has another claim on our consideration. She describes, with painstaking accuracy, the good work done at St. Dunstan's; and, when her story comes to an end, those who read may turn over the last leaf and find on the other side the note by Sir Arthur Pearson. It is a word of appeal for the support of St. Dunstan's and its staff, who have made it their business to restore their independence to our sightless soldiers.

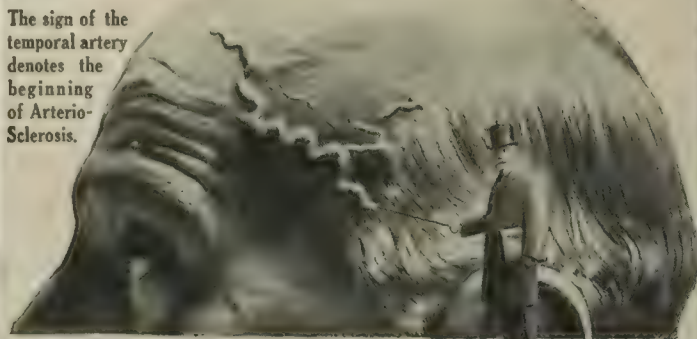


A GIFT FROM THE INDIAN EMPIRE: CALCUTTA AMBULANCE CARS ON THE WESTERN FRONT. Official Photograph.

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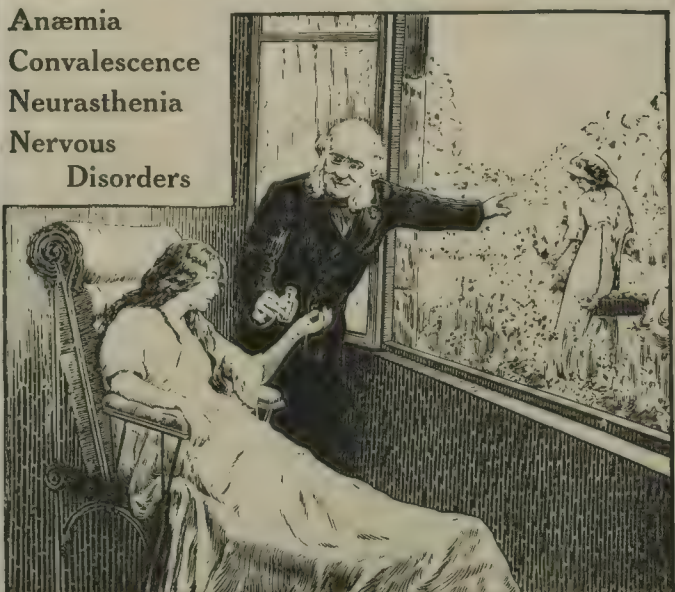
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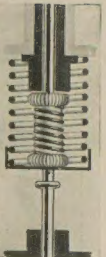
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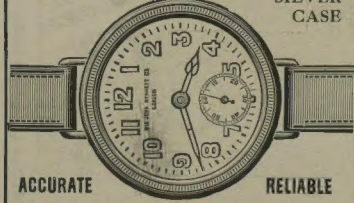
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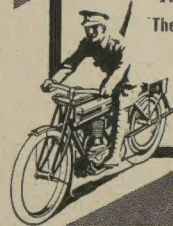
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THE CHRONICLE OF THE CAR.

The Use of Coal-Gas. Coal-gas as a substitute for petrol for power purposes has received a great deal of attention since the supplies of the petroleum product became so seriously restricted. The *Motor* has done much good service by its advocacy of



AT THE SUMMIT: A NAPIER AT THE SIMPLON PASS.

A six-cylinder Napier is seen in our photograph, outside the Hotel Bellevue, at the summit of the Simplon Pass in Switzerland, so interestingly associated with Napoleon, and the "pious monks of St. Bernard."

gas as a propellant for motor-vehicles, and it seems to have had its reward in the recent appeal of the Minister of Munitions to users of power and heat to use gas in preference to any other power-producer, on account of the great need that exists for by-products of the carbonisation of coal. It has been shown beyond doubt that any engine which will run on petrol as a fuel will do almost equally well on coal-gas with only the smallest alteration to the carburettor system. The main trouble to be surmounted in adapting the vehicle to the use of gas is that of fitting a suitable container. In the case of the heavy industrial vehicles and the car with a permanent covered body this does not present a great deal of difficulty, since the container can be mounted on the top, where it is out of the way and is not too unsightly. The ordinary type of open car, however, is a different proposition entirely, and, so long as nothing more manageable than the "bag" type of gas-holder is available, I confess I cannot see how it is to

be adapted. Doubtless, before long, some inventive person will give us something workable in the way of a device for enabling the owner of a touring-car to take advantage of the undoubted adaptability of gas to methods of propulsion. What seems to me to be the ideal arrangement is a tank of pressed steel or copper, which will permit of coal-gas being stored under heavy pressure, with an arrangement of reducing valves to allow of the gas being delivered to the engine at a workable pressure. So far as the problem itself is concerned, the solution would be easy were it not for the fact that the materials necessary to that solution are so hard to come by in these days when all the available materials are being requisitioned for munitions of war. But I do not think we ought to let matters slide because of this immediate difficulty. After the war, it seems to me that the fuel problem

is going to be almost as acute as it is now. The world's supply of petrol is limited in extent, while the use of the internal-combustion engine is progressing in inverse ratio to the development of fuel resources. It may not be in 1920 or for another thirty years, but sooner or later

we are going to find ourselves up against the problem of the development of motor traction *versus* fuel-supply. Great as they are, the natural resources of the world will not prove adequate to the needs of that development, and while we are searching for the permanent solution—which may easily prove to lie in alcohol, which is absolutely inexhaustible so long as the sun shines—we shall be well advised to do everything possible in the direction of developing the resources which lie nearest to our hands. Of these, coal-gas, for the moment, is easily the first. Imagine what it would mean in the way of influence on the consumption of petroleum spirit if all the motor-omnibuses of London alone ran

on coal-gas! I do not for the moment recollect what the actual number of gallons of petrol consumed by the Metropolitan services is, but in any case it is something more than an infinitesimal proportion of the world's fuel-consumption. Supposing the whole of our public services—including taxi-cabs—to be run on gas, it is perfectly obvious that the saving of petrol would be enormous, and would go far towards conserving the visible supplies of the petroleum products. Unfortunately, we are not prone to looking ahead. We are content that in normal times we are able to secure all the fuel we want at X-pence per gallon, and to-morrow may take care of itself. In the days to come, the fuel problem is going to be one of the greatest which will have to be solved. We do not sufficiently realise that the whole world is becoming motorised, and therefore we are apt to regard petrol and the fuel problem generally as being of subsidiary importance. On the contrary, motor fuel in the future is going to be one of the capital factors in development, social and industrial, and the sooner we realise this the better. I know that at the time of the outbreak of war, a good deal of attention was being concentrated on the problem of a home-produced



A SCENE IN PICTURESQUE IRELAND: A WOLSELEY ON TOUR.

Our photograph shows a 16-20-h.p. Wolseley car in Windy Gap, on the road between Kennmare and Killarney.

fuel, but, even so, the efforts to obtain a solution were of too detached and spasmodic a nature to go as far as is needed. W. W.



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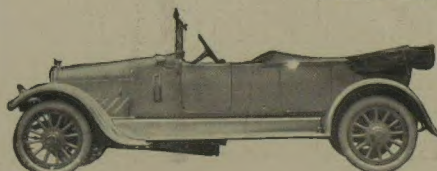
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CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand W.C.

KESIAL D DE (Calcutta).—We will examine and report upon your problems with pleasure and trust to find some of them suitable for this column.

R C DURELL (Southampton).—We are sorry to hear of your loss, especially at a time when you are discharging your duty to your country.

R J BLAND.—Thanks for your letter, and further contribution, which we hope to publish.

J S WESLEY (Exeter).—We are much obliged for the new problem.

W L PENCE (Lexington, Ky., U.S.A.).—Amended version to hand. We have tried to get your right address this time.

J ROCKWELL (Cheyenne).—Such an expression is very pleasing.

CHESS IN AMERICA.

Game played in Philadelphia, between Messrs. HORNER and BENSALL. Final game for the Pennsylvania State Championship.

(Ruy Lopez.)

WHITE (Mr. H.)	BLACK (Mr. B.)	WHITE (Mr. H.)	BLACK (Mr. B.)
1. P to K 4th	P to K 4th	31. R to Q 8th (ch)	R takes R
2. Kt to K B 3rd	Kt to Q B 3rd	32. Q to K 8th (ch)	K to R 2nd
3. B to K 4th	P to Q 3rd	33. Q to K 8th (ch)	K to Kt 3rd
4. P to Q 4th	P takes P	34. Q to K 8th (ch)	K to B 4th
5. Kt takes P	B to Q 2nd	35. Q to Kt 5th (ch)	and Black must submit to a perpetual check, or exchange all his pieces. Probably White thought he could win, but the game is too nicely balanced to continue taking risks.
6. Kt to Q B 3rd	Kt takes Kt	36. R to Q 4th	Q to K 7th
7. Q takes Kt	B takes B	37. P to Q R 4th	Q to K 7th
8. Kt takes B	Kt to B 3rd	38. Q to Kt sq	
When Blackburne defeated Lasker in the Hastings Tournament, he played Kt to K 2nd, which secured the warm approval of Tarrasch.			
9. B to Kt 5th	B to R 2nd	39. Q takes Kt P	Q to K 6th (ch)
10. P to K 5th	P takes P	40. R to R sq	R to K sq
11. Q takes K P	Castles	41. Q takes R P	Q to K 5th
12. Castles K R	R to K sq	42. R to B 2nd	Q takes Q Kt P
13. Q R to Q sq	B to Q 3rd	43. R (Q 7) to Q 4	Q to Kt 4th
14. Q to B 3rd	R to K 3rd	44. P to Q R 4th	Q to K 7th
15. B to B 4th	Q to K 2nd	45. R to Kt sq	
16. B takes B	P takes B	Q takes Q, followed by P to Kt 3rd, would still avert disaster. White, however, is beginning to lose his grip of the game, and unexpectedly falls away in the next few moves.	
17. Kt to Q 4th	R to K 4th	39. R to Kt 5th	
18. P to B 4th	R to Q B 4th	40. R (Q 4) to Q 2	Q to R 3rd
19. Q to Q 3rd	Q to Q 2nd	41. R to Q 8th	Q takes R P
20. P to K B 3rd	R to K sq	42. R to R sq	Q to B 3rd
21. P to Q Kt 4th	R (B 4th) to B sq	43. R to Q 2nd	R (Kt 5) to K 5th
22. Kt to B 3rd	Kt to K 5th	44. R (Q 2) to Q sq	R to K 7
23. Kt to K 5th	Q to B 2nd	45. Q to B sq	Q to K 5th
24. Q takes Kt	P takes Kt	46. R (R sq) to B sq	
25. P takes P	R takes P	47. R to B 8 (ch)	K to R 2nd
26. Q to K B 4th	P to K B 3rd	48. K to Kt sq	R to Kt 3rd
27. Q to Kt 4th		49. P to Kt 4th	
The position is now a very interesting one, and both sides have to "gang warily."			
28. Q to K 6th (ch)	K to R sq	And Black announced mate in five moves. An interesting and well-played contest. It is worthy of note that the first player, who was a student of Pennsylvania University at the time, is now in the U.S. Expeditionary Force in France.	
29. R to Q 7th	Q takes B P		
30. R (at B sq) to Q sq	P to K R 4th		
31. Q to K 4th			
White has here a draw in hand by			

CORRECT SOLUTION OF PROBLEM No. 3766 received from K D DE (Calcutta); J O No. 3758 from R Bland, K D DE, and J C Rockwell; of No. 3760 from J C Gardner (Toronto); of No. 3761 from J Isaacson (Liverpool), and C Field (Athol, Mass., U.S.A.); of No. 3763 from C H Haviland (Frimley Green), Montagu Lubbock, Jacob Verrall (Ridmell), R C Durell (Southampton), W C Tooth (Doncaster), Corporal Aldford (Winchester), S Wright, Captain Challice (Great Yarmouth), E J MacLean (Dundee), J Williams (Wood Green), F Stone, and Lionel G.

CORRECT SOLUTIONS OF PROBLEM No. 3764 received from H Grasset Baldwin (Farnham), G Stillingfleet Johnson (Cobham), J Fowler, J S Forbes (Brighton), G Wilkinson, Rev. J Christie (Birmingham), G Sorrie (Stonehaven), A W McFarlane (Waterford), J C Stackhouse (Torquay), R Bowley, and A W Hamilton-Gell (Exeter).

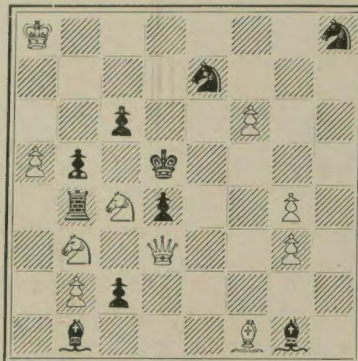
SOLUTION OF PROBLEM No. 3762.—By H. J. M.

WHITE
1. Q to Kt sq
2. R to Kt 5th
3. P to K 8th, becomes Kt and mates.

BLACK
B takes R
B takes Q

There is another solution by 1. Q to Kt 2nd. This defect can be remedied if a B Kt at Q R sq be substituted for the B P at Q R 2nd.

PROBLEM No. 3765.—By T. KING PARKS.
BLACK.



WHITE.

White to play, and mate in three moves.

Lovers of poetry will welcome a new volume by Mr. Henry Simpson, founder and president of the Poets' Club (of which Sir Henry Newbolt is Grand President), and author of "A Faery Flute." Mr. Simpson has named his new book, after the title-piece, "The Golden Rose, and Other Poems" (Sach). At the present time, naturally, verse inspired by the war is most in demand, and, in judging a poet's work, readers will turn first to his treatment of that subject. The author is one of those to whom the thought of war gives pain, yet who see the moral necessity of the present struggle, as expressed in "Before the Battle"—that is to say, war is horrible, but, as things are, only war against the war-makers can put an end to it. Again, in "All Souls' Day (in Time of War)," Mr. Simpson has some fine lines in honour of our dead soldiers—

Pray for the fallen,
Because your faith is sure;
They rest in God's safe keeping,
Whom sacrifice made pure.

As will be seen from the passage quoted, there is a note of religious devotion in Mr. Simpson's verse, which is especially marked in the title poem and in several others. For the rest, he writes gracefully of the beauties of nature and the pathos of old memories: occasionally—and always with tenderness and dignity—of human love. His book is one that will be read with interest, and kept to read again.

THE INVASION AND THE WAR IN BELGIUM.

DR. Léon van der Essen, the author of "The Invasion and the War in Belgium" (Fisher Unwin), was Professor of History at the University of Louvain, and an eye-witness of the sack of that city. The aim of his book, which was originally written in French, is a complete and thoroughly sifted survey of events from the attack on Liège to the Battle of the Yser. It is, indeed, rather more than this, for the early chapters—and by no means the least succinct and valuable—are a statement of the case for Belgium's neutrality, which dates from 1830. It may be said that this has often been presented already, and frequently without prejudice, and that the story of the invasion also is to be found in many volumes, not all of them unduly coloured by the emotions aroused by its horrors. Enough to answer that we do not remember a more comprehensive treatment within one set of boards of the law of Belgium's neutralised existence and Germany's breach of that law; and that, besides, the facts as to both cannot be too often impressed upon the memories and consciences of the world. By way of clearing the ground, Dr. Van der Essen summarises the evidence of the correctness of Belgium's conduct throughout, and of the long premeditation by Germany of the crime of August 1914. Some of that evidence is new to us. Its cumulative effect is overwhelming. Of the military episodes, which share the body of the book with those of Hunnish barbarities, only an expert can speak with authority, and he will probably deem the time not yet ripe for the final word. But general readers, following the author's text, with his maps and plans, will be able to conure up a connected and detailed picture of the whole campaign, and in particular of its Antwerp and Yser phases, that cannot be far out in perspective, or vary greatly in its leading lines from the truth still to be refined and tested. There remains the tale of German outrages. Here authentic testimony, cleared of legend and rumour, exists in sufficient bulk to acquit or convict the Prussian armies; and, in the event of conviction, to determine how far their crimes were official and committed at command, and how far they were individual and the result of demoralised discipline. Dr. Van der Essen's verdict, based on no evidence the source of which is not or cannot be cited, is that the crimes were both organised and sporadic. No one can remain unconvinced of that who reads the chapters in this volume on Liège, Aerschot, Dinant, Andenne, Namur, Malines, Vilvorde, and scores of other places in their neighbourhood and elsewhere. But it is of the utmost importance to observe how the author discriminates between the two kinds of atrocity, and particularly how impartially he balances the conflicting arguments for and against a premeditated sack of Louvain, finally giving the German Command or the German rulers the benefit of the doubt.

It is not altogether surprising that one of the Overseas soldiers, of whom there are so many in London at the moment, should ask whether Londoners have forgotten how to cheer. The truth is, there has, as yet, been no return of our troops to Blighty in very large parties, and there is, too, the unshirkable fact that Englishmen in general, and Londoners in particular, are not easily moved to "demonstrate." It is not for lack of appreciation of the splendid work of our troops, they may be sure; for the Englishman does not feel the less although he is loth to make a show of his emotions, or to wear his heart upon his sleeve.

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